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# Hongkong Daily Press.

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No. 14,534 號四十四百五千肆萬壹第 日陸十月九年十壹緒光 HONGKONG, THURSDAY, NOVEMBER 3RD, 1904. 四拜禮 號三月壹十年肆零百九什壹英港香 PRICE, \$3 PER MONTH.

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Hongkong, 5th August, 1904.

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Hongkong, 7th October, 1904.

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11 Years old; the finest quality shipped.

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Hongkong, 25th October, 1904.

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Rooms elegantly furnished, large and lofty,

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Free from Obnoxious Surroundings.

Boat always in attendance.

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Visitors to Canton should not fail to secure

accommodation before leaving Hongkong.

CHAN-CHING KUEN,

Manager.

Canton, 27th October, 1904.

THE MANAGER.

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We are in a better position than ever before to meet our Customers' requirements. Casks of Sherry, Hogsheads of Whisky and Brandy, Pipes of Port, and Bottled Wines Maturing in Bins or packed in cases ready for export may be seen in every direction as far as the eye can reach.

Our Wine Vaults are well worth a visit, and we cordially invite any of our Customers to come and judge for themselves.

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## NOTICE TO CORRESPONDENTS.

On communications relating to the news columns should be addressed to THE EDITOR. Letters for publication should be addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PUNSA. Codes: A.B.C. 5th Ed. Lister's P.O. Box, 33. Telephone No. 12.

## BIRTH.

On 1st November, at Trevellyn, Peak, the wife of H. E. TOMKINS, of a daughter. [2560]

## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, NOVEMBER 3RD, 1904.

THE supreme importance of the question of British railway enterprise in China is sufficient excuse for returning to the subject again and again. Until our Home Government can be brought to a full realization of its duties in respect of the concessions obtained by our nationals, it is obviously required of us, and of all who have at heart our national and commercial interests in China, which are more closely tied than some people seem to remember, that we should diligently endeavour to emphasise the fact that it is owing to the Government's lack of overt sympathy that those concessions are still undeveloped. The statement that of the two thousand eight hundred miles of railway conceded to our enterprise, only five hundred and seventy miles have been made, is alarmingly suggestive. Less than a hundred miles of railway a year is not the progress we have a right to expect; and it is certainly not a record creditable to our business reputation, in a land where reputation counts for much. It should not be necessary to reiterate the statement of the intimate relationship existing in China between policy and commerce. Our Chambers of Commerce, and our China Associations, have proclaimed this fundamental truth in season and out of season; and so far as Sir Ernest Sartou is concerned, we do not think there has ever been the slightest tendency to question or belittle it. If an object lesson were needed, it would be found in the efficacy of the Russian plea for her persistent refusal to comply with her obligation to evacuate Manchuria. The safety and protection of the great Russian

railway was an argument that gave pause to the most virulent Russophobe. It did seem unreasonable, even to those who recognised Russia's ulterior design, that the fruit of her notable enterprise should be in any degree endangered. Such illustrations, however, are not needed. The recognition of railways in China under foreign control as powerful political weapons has been unanimous, tacit or expressed. The rejoicings in 1898 over our success in "the battle of concessions" are made ludicrous if those concessions be not used. At present we are in the position of parties who have gone through the marriage service, received the congratulations, and parted at the church door. Other nations have not been guilty of that eccentricity. They have started housekeeping, and justified the congratulations of their friends. It is not as if our Government were being embarrassed by applications for subsidies. A little more determination, such as they showed in 1899, when official note was taken of the Tsung-li-yamen's promise to the Hongkong and Shanghai Banking Corporation, that China would not alienate any of the northern railway lines to any foreign Power, is all that is asked. Even that quiet and unostentatious official action had excellent results, as is well known; and what we should like to see is more official spirit of the kind that inspired that holding up of the hands commercial in January, 1899. It saved the railway from remaining in Russian hands after the Boxer affair of 1900, and so undoubtedly contributed to the continued independence of Peking. Since then, however, Sir Ernest Sartou has done little to confirm Lord Lansdowne's assurance that he returned to his duties last year with "a definite policy on the railway question." It seems certain that private British enterprise is only waiting for some assurance of Governmental support, and when its work would so patently conduce to our political advantage in the country, where we are at present as obviously being disadvantaged, it seems very hard that that official encouragement should not be definitely forthcoming. So far as that goes, it would not be so much out of place to ask for pecuniary support. There are excellent precedents, in the famous achievements of Lord Beaconsfield in the case of the Suez Canal, and in the railway successes of the Sudan and Uganda. It is that mysterious and obstructive entity which we call the Treasury that seems to require stirring up. No popularly appointed politician seems to be responsible for its hoary, hidebound traditions; it appears to be a gang of permanent officials swathed in red-tape, who are, supposing there were a Government capable of realising that there is such a country as China, with some important British interests demanding attention, still not amenable to any outside influence. As we have said, however, our concessionaries expect no subsidies, not even guarantees. All that is immediately necessary is some of that real, diplomatic, moral support which has proved so effective in the cases of other nations. With that certain, it is not doubted that British capital would be plentifully available for the opening up of Chinese markets to our trade and manufactures.

The s.s. *Lady Mitchell*, bound north with general cargo, put back into Hongkong. Her steering gear had become loose, and the pumps were choked.

Yesterday, being All Souls' Day, a large gathering of Roman Catholics assembled at the Roman Catholic Cemetery at Happy Valley in the afternoon to attend the Requiem Service and the procession. The Electric Tramway Company ran special cars from 4 to 6 p.m., and the flower sellers were doing a big trade in floral wreaths and crosses.

Masachi Noma, Esq., the popular Japanese Consul-General at Hongkong, is holding a reception to-day at his office, No. 3, Queen's Building, from noon to one o'clock, when he will welcome the local officials, his foreign colleagues, and others. The occasion is the anniversary of the birthday of His Imperial Japanese Majesty.

The *Express* "understands" that the Admiralty is considering a proposal to reduce the authorised shipbuilding programme of the Navy by several vessels. This step, it is claimed, will be justified by the deterioration in the balance of naval power which has been brought about by the conflict in the Far East. We regard it as nonsense.

That egregious scribbler, Mr. T. W. H. Crosland, who turned a dishonest penny by libelling Scotchmen, and then got into trouble with a vulgar book on women, has induced Grant Richards to publish a book called "The Truth about Japan." The writer is quite incapable of telling "The Truth about Japan," never having been there; and in any case his views about anything whatever are unworthy of consideration.

A telegram received in Canton official circles, says our native reporter, announces the death of the acting viceroy of Nanking, His Excellency Li Hing-yui, who was formerly governor of Canton and acting viceroy of Fukien. The death took place on October 30th. His Excellency arrived at Nanking about a month ago, from Foochow, taking the place of H. E. Ngai Kung-tao, who was transferred to Foochow. We announced yesterday the appointment of the new viceroy at Nanking, His Excellency Chou-fu.

Yatung, reports our Customs Commissioner there, has not hitherto showed any promise of blossoming into a prosperous mart, and until existing trading facilities are very widely extended no substantial increase in the volume of trade can reasonably be expected. The total trade value—import and export—for the year 1903 was only Rs. 1,373,365—roughly about £90,000. The facility of expatriating at length on such peddling trade will be apparent. With the advent of the Mission came great improvements in the approaches to Yatung. It has before been pointed out that the natural road, way to Tibet from India lies either up the course of the Mochu or Dielu Rivers through Bhutan to the Chumbi Valley, and it is only "reasonable" to suppose that a road will shortly be constructed over one of these routes which will place the Chumbi Valley within easy access of India, and greatly obviate the present difficulties of transport.

It is not pleasant news to British manufacturers that the Siam Government have recently passed the large contract for steel rails to a Belgian firm. In the present instance it would appear that the Siam authorities were actuated entirely by motives of economy, the Belgian tender quoting considerably lower prices than were stipulated for by the English competitors. If this is so, we do not know, remarks the *L. & C. Express*, that the latter have any ground for complaint (as certainly was the case on a previous occasion), for however friendly disposed the Siam Government may be towards this country, the fact must be realised that governments, like individuals, will purchase in the cheapest market. Nor does the British merchant or manufacturer object as a rule if he is beaten fairly and without favour, which seems to be the case in the present instance.

The medals for the American troops in North China during the Boxer rising in 1900 are now ready for issue, and the English Foreign Office has been approached, through the American War Department, with a view to getting the King's consent to British officers, who are qualified under the conditions, being allowed to wear the medal. The rules as to the wearing of Foreign Orders by British officers are very strict, but this is a medal and not an Order. It also commemorates an international campaign, in which American and British troops fought side by side. The medal is made of bronze, with a gold dragon on the front face; on the obverse is the legend, "Military Order of the Dragon, China, 1900," and a span for the name of the recipient. It is attached to the Imperial Chinese yellow ribbon by a bronze clasp, forming the usual Chinese symbol of the world and clouds. In the middle of the ribbon is worked in blue the Chinese character "Fou" (happiness). The clasp at the top is in the shape of a temple roof. The whole medal is distinctly Chinese and thoroughly artistic.

## POLO.

A polo match was played at Causeway Bay yesterday afternoon. Several ladies were included amongst the spectators. The band of the Mahatras played selections in the interval. The teams were as follows:—

H. E. Sir Matthew Nathan.  
Captain Nugent, R.A.  
Mr. John Hastings.  
Mr. H. T. Gedge.

Veritas  
H. R. H. Prince Adalbert of Prussia.  
Lieut. W. G. Knox, R.N.  
Lieut. Viscount Kilburne, R.N.  
Hon. F. H. May.

Commander Gaunt was umpire. The first "chukka" started off in lively manner and resulted in Mr. Hastings scoring two goals for the Governor's team. Two subs. were also recorded. Messrs. May, Knox and Kilburne scored one goal each for the Prince's team.

In the second "chukka" goals were being scored in quick succession and the players were continually covering the length of the ground. The scorers for the Governor's team were Mr. Hastings 3, Mr. Nugent 1, and Mr. Gedge 1 goal, whilst for the Prince's team Mr. May scored 2 goals, and one sub. was also scored.

Result: H. E. Sir Matthew Nathan's Team, 6, 7, 5, 2; Prince Adalbert of Prussia's Team, 6, 6, 5, 1.

## HONGKONG LEGISLATIVE COUNCIL.

The Legislative Council sits to-day (Thursday) at 3 p.m. The Hon. R. Sheehan is to ask the following questions: How has the contract for felling trees and carrying away the wood been let? Is it for a lump sum or per pieul? If by the pieul, is the weight being supervised, and checked, and if so, by whom? Why were not public tenders invited for it?—The orders of the day are:

Second reading of the Bill entitled An Ordinance for authorizing the construction of a Tramway within the Colony of Hongkong.

Third reading of the Bill entitled An Ordinance to amend the Unbecome Persons Introduction Ordinance, 1903.

Third reading of the Bill entitled An Ordinance to enable "The Trustees of Saint John's Cathedral Church in Hongkong" to hold and deal with property for the purpose of promoting the work of the Church of England in Hongkong and China.

## TELEGRAMS.

["DAILY PRESS" SERVICE.]

## NEW MINISTER TO SIAM.

LONDON, 2nd November.  
The long standing vacancy in the position of British Minister to Siam is now filled by the appointment of Ralph Paget.

## FRANCO-AMERICAN ARBITRATION.

LONDON, 2nd November.  
An arbitration treaty between America and France has been signed at Washington.

["REUTERS' SERVICE."]

## JAPANESE MINISTER AT WASHINGTON ILL.

LONDON, 31st October.  
M. Takahira, the Japanese Minister at Washington, has been operated upon for appendicitis in New York.

## P. &amp; O. S.S. "ASSAYE" DETAINED AT GIBRALTAR.

LONDON, 31st October.  
The P. & O. s.s. *Assaye*, which was detained at Gibraltar, has now proceeded, escorted by H.M.S. *Illustration*. (The *Assaye* is engaged in Transport Service.)

## INQUEST.

RE AH TAI AND ANOTHER, DECEASED.  
Mr. F. A. Hazeldan, coroner, held an enquiry concerning the death of two Chinese, who were killed by the fall of a piece of "eaves-gutter" in Queen's Road Central on the 15th ult. The following jury was empanelled:—Messrs. William Turner, Christopher Boswell Thomas, and Ernest Oscar Rudolph Walgrave.

Dr. John B. Hill, Superintendent of Government Civil Hospital, gave evidence as follows:—On the 14th October a Chinese boy named Ah Tai was admitted into Hospital in a dying condition. He had a severe fracture on the top of the head a little to the left. He died two hours after from shock. The cause of his death was fracture of the skull.

William Hunter deposed:—I am medical officer in charge of post-mortem examinations. On the 15th October I examined the body of an unknown Chinese male aged about 25, which was identified in my presence by P.C. No. 74. The cause of death was fracture of the skull.

Walter William Cooper deposed:—I am P.C. No. 74. On the 14th October at eight minutes past four in the afternoon I was on duty in Queen's Road when my attention was called to a crowd. I went up and saw one man and one boy lying on the street and a piece of gutter piping lying in the side channel. The man was dead; the boy was still breathing. The man had his skull fractured and the boy's skull was also fractured. I took the boy to the hospital and the man was sent to the Mortuary.

John Smith said: I am an Inspector of Police and in charge of this inquiry. I have not been able to procure any witness who actually saw how the two deceased were struck.

William Thomas Edwards deposed: I am a Building Inspector in the Public Works Department. In consequence of information received from the police on October 15th I went and visited No. 85, Queen's Road Central. I made an examination of the premises at about 11 a.m. and found that a portion of the eaves gutter had fallen. I did not see the person, as it had been removed. The eaves gutter produced is probably the portion that had fallen. The eaves gutter was under the eaves of the roof of the balcony. I examined the balcony and found the woodwork to which the fallen portion had been attached had become rotten through the action of the wet. The exposed portion of the woodwork appeared to be in good condition. The joint between the back of the eaves gutter and the wood which was attached was covered by a wood fillet fixed underneath. I am of opinion that the rotten wood could not have been seen in any way. I have seen cases at home in which the wood has rotted in a similar way. Cases of this sort are quite common in England. I found the gutter had been partially filled with cement, which added considerably to the weight. I am of opinion that this is really an accident that could not have been foreseen.

In reply to a question from a Jurymen, Mr. Edwards stated that there were no brackets supporting the gutter in a large number of houses built prior to the present Building Ordinance. Under the present Building Ordinance brackets are required to be inserted.

Replying to a further question, Mr. Edwards stated that there was no law prohibiting these eaves being filled with cement.

To His Worship: I am of opinion that the house is from fifteen to twenty years old. The agent of the house stated that he did not know there was any cement in the gutter. The house was about 20 years old. He had been connected with the house for about two years.

The Jury without retiring brought in a verdict of death by accident; and added that the fall of the eaves must have been accelerated by the eaves gutter being filled with cement.

## WEATHER REPORT.

On the 2nd at 11.40 a.m. the barometer has risen slightly in the Yangtze valley and fallen, also slightly, in South China.

The monsoon is freshening again in the Formosa Channel and a so in the China Sea.

Forecast:—Fresh to strong N.E. winds, cloudy, fair.

## THE WAR

["DAILY PRESS" SERVICE.]

## ENGLAND AND RUSSIA.

LONDON, 2nd November.  
The situation at present between Great Britain and Russia stands unchanged.  
The Government is discussing the terms of reference to be given to the joint commission of enquiry.

The British fleet remains at Gibraltar.  
Four of the Russian officers concerned in the firing on the North Sea fishermen are detained.

The Russian fleet has received strict instructions to avoid causing any inconvenience to neutral shipping.

## SITUATION STILL SERIOUS.

LONDON, 1st November.  
The garrison at Gibraltar has been mobilised to-day and the artillery placed in position.

The Channel Fleet has been ordered to be ready at half-an-hour's notice.

Russia's Baltic Fleet left Vigo to-day.

The King received Count Benckendorff in audience.

A meeting of the Cabinet is called for to-morrow.

["REUTERS' SERVICE."]

## THE NORTH SEA OUTRAGE.

LONDON, 31st October.  
The Russian "inquiry" was opened yesterday at Vigo.

## RUSSO-BRITISH INQUIRY.

LONDON, 31st October.  
Great Britain and Russia are negotiating a special convention to appoint a Commission of Inquiry into the North Sea occurrence, which will probably meet at Cherbourg.

## PORT ARTHUR FIGHTING.

LONDON, 31st October.  
A battle was raging at Port Arthur on Sunday.

## THE BOXING CONTEST.

A boxing contest took place in the City Hall last night for the welterweight championship of China, between Sam Newman and "Baby" Smith of the R. A.

Prior to this event of the evening Cohen and Marriot of the Dock Yard Police had a four round bout which terminated in a draw.

Frank and Armstrong, both of the H. M. S. *Vengeance*, stood up to each other for eight rounds and another draw was declared.

James Christie was acting Master of Ceremonies for the evening and acted as referee in these minor events, while in the final event W. Waters was referee and Mr. Logan timekeeper.

Both Newman and Smith appeared before the small audience in apparently the pink of condition, and in the first round Smith began with left leads on the head while Newman counted heavily on the body. Towards the end of the round Smith brought Newman to his knees, and on rising Newman beat his opponent to the ropes, the round ending about even.

In the second round there was much clinching and Newman was again beaten down, although he was getting home some solid rights. In the third, fourth and fifth rounds both combatants were showing signs of the punishment received, and Newman had a decided tendency to clinch.

In the sixth round the referee warned Newman against clinching and cautioned Smith for hitting in clinch.

Smith's left leads were dealt heavily about Newman's head, during the next two rounds. Newman kept playing solidly on Smith's body. Clinching was again frequent in the eighth round and the referee cautioned the pair. The ninth round was a very willing one, and Newman had to be again cautioned for hitting below the belt. Smith was still bestowing solid left leads and Newman was apparently watching for a knockout blow, but he was again brought to his knees just as the going sounded the end of the eleventh round.

In the twelfth round Smith got a strong left home on Newman's jaw, bringing him again to the ground, where he stayed until counted out. Smith was therefore adjudged the victor.

## FOOTBALL.

A Rugby practice game will be played at Happy Valley to-day by the members of the Hongkong Football Club, between the following teams. Kick-off, 4.45 p.m.

H. C. SANDFORD'S TEAM.—Macdonald, back; Maddaford, Loekie, Bateman, and Wolff, three-quarters; Hannay and A. N. Other, halves; Sandford, Rowley, Steen, Rogers, Hall, Bail, Dutton, Davidson, and Cumming, forwards.

H. F. CHARD'S TEAM.—Bouchier, back; Wakefield, Dixon, Long, and A. N. Other, three-quarters; Clark and A. N. Other, halves; Chard, Boyd, Hallifax, Murray, Hannon, Crofton, Davies, and Stover, forwards.

Sandford's team play in white; Chard's in colours.

## THE ORPHEUS SOCIETY'S CONCERT.

The old Chamber of Commerce room at the City Hall is not particularly large perhaps, but it was well packed last night on the occasion of the first concert given by the Orpheus Society.

The programme opened with a part song (unaccompanied, as all the part songs were), Reay's "The Dawn of Day." The sopranos were Mesdames Murray Bain, Craddock, Hagen, Maitland, and Mitchell; the contraltos Mesdames Dealy, Gordon, and Peach; the tenors Messrs Edwards, Parker, and White; and the basses, Messrs. Austin, Bonvis, Craddock, Schmidt, and Terrill. The voices blended well, and were particularly sweet in the pianissimo passages.

Item number two was a quintet, Davidoff's "Andante con moto from Clavier—quintet opus 40." The performers were Mr. F. C. Barlow (first violin) Mr. H. F. Hickman, (second) Miss Stillwell (viola) Mr. P. L. Miller (cello) and Mr. A. G. Ward (pianoforte). It was well played, even the most trying parts of a rather difficult piece; but the general effect was marred by the weakness of one of the violins.

Another part song followed, Smart's well known "Curfew." This "solemn and mournful" item seemed to put the performers more at home together, and an expressive rendition was managed.

Then Mrs. Gordon, for whose wonderful voice we have already expressed our admiration, sang Blumenthal's "Waly, waly, up the banks." This is one of Blumenthal's prettiest compositions, but it has not the range necessary to exhibit all this singer's power. In the final verse, however, we were able to recognise somewhat of Mrs. Gordon's splendid ability of attack, and the sweetness of her voice in the more trying transitions.

A "glee" followed, "When Allen-a-dale," by Pearsall. This was a very lively item, and its spirited rendering elicited much applause.

Now we had the pleasure of hearing Mr. W. E. Schmidt, a vocalist whose contributions to recent concerts we had somehow invariably missed. He sang "If thou wert blind," by Johnson, and fully justified the encomiums we had heard bestowed upon him. In this beautiful song, which should be oftener attempted by amateurs than it appears to be, Mr. Schmidt figured in splendid voice, his management of the slurs being most masterly. Responding to a well-deserved encore, Mr. Schmidt sang "when in this dull world care should attack you," a lively little song in praise of wine, into which the balladist imported plenty of spirit.

The part song which followed, "The Silent Land" by Gael, brought us to the interval. The second portion opened with "Good night, thou glorious sun," another of Smart's part songs, which sounded like a hymn. Davidoff's quintet, allegro molto, from Clavier—same opus as before—followed, was a rather weak performance, the piano, as pianos too often do, appearing to think itself the whole show. It was certainly much more in evidence than the other instruments met.

The third item was Hatten's "The Red Red Rose," which was perhaps the most pretty and pleasing part song of the concert.

Mrs. Maitland followed with a dainty song of German's, "Daffodils a-blowing," sung by a voice at once young, fresh, well trained, and with considerable power; but not gifted by Nature with the sweetest of tones. A very enjoyable item, however, and was encored. Mrs. Maitland obliging with "The Cuckoo." Leslie's part song "Daylight is fading," accorded a different style of music once more. It was very acceptably rendered. A cello solo by Mr. P. L. Miller, "Romanza" by Goldemann, was followed by a song and chorus "Go bye-bye (Fredericks), which made an appropriate ending to a thoroughly enjoyable musical evening. The soloist in this item was Mr. G. H. Edwards, who acquitted himself with credit.

Music lovers should be grateful to Mr. A. G. Ward, the hard-working and able conductor; and to the committee, which consists of Messrs. Bearis, Edwards, and Ward.

## SOCIETY OF ST. VINCENT DE PAUL.

The annual *Al Fresco Fete* in aid of the funds of this Society is advertised to take place on Sunday next, 6th instant, from 9 to 11 p.m., in the compound of the Roman Catholic Cathedral. This charitable association is, as is already known, doing a lot of good to the poor here in a quiet and unostentatious way. The following is a short *resumé* of the work of the Society for the past year which we have been asked to publish. Fifty-five families are enrolled, who receive a weekly allowance of provisions, besides a monthly cash allowance for medicine for the hospital in Wanchai. The Society also contribute to the support of the Orphanage under the care of the Christian Brothers, supplying shoes to the poor boys to enable them to attend school; also the Home for the Aged and Infirm in Wanchai, which is under the control of the Italian Sisters of Charity. Several payments of passage money were also made during the past year on behalf of various destitutes, who were desirous of seeking "fresh fields and pastures new." The average monthly expense of the Society is \$170, and as funds are now again required to continue the charitable work of the Society, the Committee hope to receive a share of the kind patronage of the charitably disposed public of this Colony in the Bazaar on Sunday next, for which purpose arrangements are being made for various stalls for the sale of needlework and fancy goods, toys, refreshments, sweets, etc. As in former years, the price of the admission ticket is \$1, and this entitles the holder to a small souvenir on the night of the fete.







## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press, only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PARSIS, CODES: A.B.C., 5th Ed. Editor's.

P.O. Box 33. Telephone No 12.

## NEW ADVERTISEMENTS

**AL FRESCO FETE.**

(In aid of the funds of the Society of St. Vincent de Paul).

To be held on the Grounds of the ROMAN CATHOLIC CATHEDRAL, on SUNDAY EVENING, the 6th day of November, 1904, from 8 P.M. to 11 P.M.

Admittance Tickets \$1.00.

The Tickets on being presented at the "Souvenir Pavilion" will be exchanged for a Souvenir (on the evening of the Fete only).

Tickets can be obtained at Messrs. Campbell, Moore & Co.'s Store and at the Gate on the Night of the Fete.

Hongkong, 2nd November, 1904. [2583]

## GRAND ORCHESTRAL CONCERT

BY THE BAND OF H.I.G.M.S. "HANSA"

(BAND MASTER HERR BERTRAM).

By PERMISSION OF REAR-ADMIRAL von HOLTZENDORFF.

SATURDAY, NOVEMBER 5TH, AT 9 P.M.

Dress Circle ... .. \$3.  
Stalls ... .. \$2.  
Pit ... .. \$1.

Plan at the ROBINSON PIANO CO., LD.

Hongkong, 3rd November, 1904. [2586]

**FOR SALE.**

**LUCRATIVE PUBLISHER'S BUSINESS** in Hongkong. Established over Ten Years. Apply to—

**WILKINSON & GRIST,**  
9, Queen's Road.  
Hongkong, 2nd November, 1904. [2594]

**CHRISTMAS AND NEW YEAR GREETINGS IN ADVANCE.**

**JUST ARRIVED PER S.S. "Ceylon."**

**A FINE SELECTION OF CHRISTMAS AND NEW YEAR CARDS.** May be had singly or in packets.

**Also CAMPHOR CAKES and a fine selection of NOVELS.**

**SAYOE & CO.,**  
14, Beaconsfield Arcade.  
Hongkong, 3rd November, 1904. [2595]

**FOR KOBE (Director).**

**THE Steamship "BELGIAN KING,"**  
Captain J. Hayton, will be despatched as above on SATURDAY, the 5th inst., at 4 P.M.

For Freight, apply to—

**BRADLEY & CO.**  
Hongkong, 2nd November, 1904. [2591]

**NIPPON YUSEN KAISHA.**

**FOR NAGASAKI, KOBE AND YOKOHAMA.**

**THE Bucknall Line Steamship "MANICA,"**  
Captain Leslie, will be despatched for the above ports on TUESDAY, the 8th inst., at 4 P.M.

For Freight, apply to—

**A. S. MIHARA,**  
Agent.  
Hongkong, 2nd November, 1904. [2592]

**ENGINES AND BOILERS FOR SALE.**

**THE Undersigned has for Sale on moderate terms 2 ENGINES and 3 BOILERS** in an Old French Gunboat, in good working order, and fit for seagoing service. Intending purchasers will please arrange terms with the CHING HOP Shop, No. 133, Wing Lok Street, or the U W TAI Shop, No. 110, Des Vaux Road West, or the CHOY LEE Shop, No. 33, Wing Wo Street, Hongkong.

**THE TAI LEE COMPANY.**  
Hongkong, 31st October, 1904. [2560]

**TONG CHONG WO & CO.**  
No. 38, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure HAVANA CIGARS and CIGARETTES. They are made of best Havana leaves and possess a mild and choice flavour.

Inspection courteously invited.

Hongkong, 26th May, 1904. [1233]

**CARTRIDGES.**

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

**DALEY'S SCHULTZ'S ALBERTITE and KYNOK'S SPORTING CARTRIDGES** 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT, in 12 Sizes, Nos. 10 to 888G. AIR GUNS and AMMUNITION in Variety.

**WM. SCHMIDT & CO.**  
Hongkong 28th November, 1902. [2457]

**GOVERNMENT NOTIFICATION.**

**INFORMATION** has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under:—

Lyemun, on the 2nd November, in the direction of the entrance to Junk Bay at ranges from 600 to 6,000 yards.

Lyemun, on the 4th November, in the direction of the entrance to Junk Bay at ranges from 600 to 4,000 yards.

Devils Peak, on the 4th November, in the direction of Tung Lung Island at ranges from 600 to 10,000 yards.

If the weather is unfavourable, Practice will be carried out on the following day.

Practice will commence daily at 9 A.M., and finish about 12 Noon, if the range is clear.

**L. BARNES-LAWRENCE,**  
Harbour Master, &c.  
Harbour Department,  
Hongkong, 28th October, 1904. [2553]

**NOTICE.**

**THE Annual Session of His Majesty's Justices of the PEACE** will be held in the JUSTICES' ROOM, at the Magistracy, on TUESDAY, the 15th day of November, 1904, at 2.30 P.M., for the purpose of considering applications for Publicans and Adjunct Licenses for the year 1904-1905, under Ordinance No. 8 of 1895.

Forms of application may be obtained at the Magistracy.

All applications must be forwarded to the Magistracy on or before Tuesday, the 1st day of November, 1904.

**H. H. J. GOMPERTZ,**  
Police Magistrate.  
Magistracy,  
Hongkong, 11th October, 1904. [2568]

**HONGKONG JOCKEY CLUB.**

**NOTICE.**

**THE RACE COURSE WILL BE OPEN FOR TRAINING** from TO-DAY (TUESDAY), the 1st November, 1904.

Members requiring Stand or Stable Accommodation during the forthcoming Training and Racing Season will oblige by applying to the undersigned before MONDAY, the 14th inst.

By Order,

**T. F. HOUGH,**  
Clerk of the Course.  
Hongkong, 1st November, 1904. [2567]

**WANTED.**

**A HOUSE** immediately at the Peak, or Plantation or Barker Road.

Apply to—

**S. J. DAVID & CO.**  
Hongkong, 27th October, 1904. [2538]

**BRITISH NORTH BORNEO GOVERNMENT.**

**WANTED, IMMEDIATELY.**

**QUALIFIED DOCTOR** for Kudat.

Further particulars on application to—

**Messrs. GIBB, LIVINGSTON & CO.,**  
Agents.  
Hongkong, 1st November, 1904. [2570]

**REQUIRED IMMEDIATELY.**

**COMPETENT LADY** stenographer and typist. One used in Secretarial Work preferred.

Apply by Letter stating terms, to—

**MANAGER,**  
New York Life Insurance Co.,  
Hongkong.  
Hongkong, 31st October, 1904. [2556]

**WANTED.**

**FURNISHED or UNFURNISHED ROOMS.** Bed Room, Sitting Room, Bath Room. Central Locality Necessary.

K.  
Care of Daily Press Office.  
Hongkong, 2nd November, 1904. [2583]

**WANTED.**

**FURNISHED ROOM,** with Bath, for Two Young Men; must be reasonable and central.

Apply to—

**"X. Y. Z."**  
Care of Daily Press Office.  
Hongkong, 2nd November, 1904. [2584]

**FOR SALE.**

**A FIVE-ROOMED HOUSE** at the Peak. Also, a finely situated Croquet Ground near to above.

For particulars, apply to—

**TURNER & CO.**  
Hongkong, 22nd October, 1904. [2494]

**FOR SALE.**

**AMERICAN Bark "EVIE J. RAY,"** 919 tons net register, now in port. For particulars, apply to the Captain on Board or

**SANDER, WIELER & CO.,**  
Agents.  
Hongkong, 15th October, 1904. [2446]

**FOR SALE.**

**STEEL MOTOR LAUNCH,** 23 feet by 6 feet 9 inches beam; fitted with 6 H.P. Motor; speed about 7 miles; perfect order.

Apply to—

**MOTOR.**  
Care of Daily Press Office.  
Hongkong, 27th October, 1904. [2534]

**FOR SALE.**

**A SMALL Lot of Fine Old JAPANESE INROS, LACQUER, and PORCELAIN.**

**LOCK HING,**  
Queen's Road Central.  
Hongkong, 1st November, 1904. [2571]

**FOR SALE.**

**TWO Fast Twin-Screw Steamers**

**"CHU KONG"**  
Length ... .. 142 feet.  
Breadth ... .. 23 feet.  
Draft ... .. 6 feet.  
Registered 286 tons. Built of Steel and Furnished with Electric Light.

**"PAK KONG"**  
Length ... .. 160 feet.  
Breadth ... .. 22 feet.  
Draft ... .. 8 feet.  
Registered 300 tons. Built of Teak Wood. For further particulars apply to—

**42, WING LOK STREET,**  
Hongkong.  
Hongkong, 1st November, 1904. [2572]

**TO LET.**

**BANGOUR (PEAK).**

**THE EYRE (PEAK).**

**ONE HOUSE on the LOWER TERRACE of BELLIOS TERRACE, Nos. 11, 13 & 21.**

**BEACONSFIELD ARCADE, No. 14, 1st Floor.**

**ONE SHOP in BEACONSFIELD ARCADE, No. 15, MOSQUE JUNCTION.**

Apply to—

**LINSTEAD & DAVIS.**  
Hongkong, 3rd October, 1904. [2363]

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Hongkong, 3rd October, 1904. [2363]

**TO LET.**

**ONE HOUSE on the LOWER TERRACE of BELLIOS TERRACE, Nos. 11, 13 & 21.**

**BEACONSFIELD ARCADE, No. 14, 1st Floor.**

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## SCIENTIFIC MISCELLANY.

**WATER-STERILIZING AT THE FAUCET**—A REGISTERING SHIP'S COMPASS—GENTLENESS FROM RAW MEAT DIET—NEW DECORATIVE STONE—WINDMILLS IN CLIMATOLOGY—WINDS AND TEMPERATURE—ANOTHER ELECTRIC TRIUMPH—THE NEW TERRA COTTA.

The electro sterilizer of M. Otto is an attempt to solve the problem of ozonizing water at the home of the consumer. The apparatus includes a little box containing a transformer and an ozonator, with a commutator for reversing about 100 times per second if the current is continuous. The ozone generated passes through a filter of wadding to an ozonizer, where the water and ozone are energetically mixed before passing from the spigot. The ozonator may be connected to an ordinary lighting circuit, and the current required is about the same as for a simple incandescent lamp.

A simple method of recording a ship's course is that devised by Mr. W. Whitteman. The compass is provided with 360 electric contacts and is connected by nine wires with a registering apparatus, in which a strip of paper is moved forward one millimeter every second by clock-work. The paper is ruled with 360 lines, one for each degree. The registering pen always indicates the degree toward which the compass needle is pointing, and the line drawn shows the extent and time of every change of direction.

Old-time notions receive another rude shock from the strange theory of M. Housay, a French physiologist, that meat-eating—especially eating of raw meat—tends to impart gentleness instead of ferocity. His experiments were confined to fowls, part of which were fed on grain and part on raw meat, and the latter proved decidedly tamer and less combative.

The so-called canals of Mars have been reproduced by M. A. Barnmann, of Zurich, in the cracks and fissures appearing in cylinders and spheres subjected to great pressure.

Calcia, a substance designed to take the place of terra-cotta at half the cost, is prepared by dissolving 10 parts of alumina and 9 parts of feather alum in 30 parts of water, then adding 45 parts of burnt sulphate of calcium, 4 of sulphate of magnesia, and 2 of borax. The resulting paste is moulded as desired. When sufficiently hardened the mixture is placed in a stove at 60 deg. C., care being taken not to exceed this temperature, and to give it greater hardness and render it unalterable in the air it is afterward plunged into a hot bath of Carnauba wax and oil boiled with litharge, finally drying at 35 deg. For finishing with liquid enamel the surface is prepared by varnishing with sandarac in alcohol and sprinkling with powdered sandstone. The new material has much greater resistance to shocks than terra-cotta or plaster, is very light, is impervious to hot and caustic solutions, and offers great possibilities in interior and exterior decorative effects.

A novel chapter in the history of climatic changes is being read in windmills. The United States Consul at Bordeaux has reported that the windmill played an important part in the industries of his district during the Roman period and even much more recently. In several provinces windmill towers are still standing on sites that were evidently chosen to take advantage of wind currents no longer existing. In others, as in the Department of the Landes, which was practically a desert a century ago, reforestation has so modified the air movements of great areas that winds once reliable are now too weak and variable to be of use.

A curious method of utilizing deep and low grade coal seams has been proposed by M. P. Beau, a French engineer. He would sink two or more boreholes, connect them by cross-galleries, and would then force hot air down one hole to convert the coal into gas, which would be delivered at the other hole.

Study of an ancient bridge at Leucaea has convinced M. Ph. Négrier that the level of the Mediterranean is ten feet higher than it was 2,000 years ago.

It is well known that the winds have a decided influence upon temperature. The effects have been studied by Mr. William Marriott, Secretary of the Royal Meteorological Society, and are thus summarized for Great Britain. North winds depress the temperature at any time in the year. North-east winds do the same, except in summer, when their effect is small. East winds lower the temperature decidedly in winter, but generally raise it in summer. South-east winds have nearly the same effect, but less marked in winter. South winds raise the temperature much in winter, little in summer. West winds raise the temperature much in winter, and lower it in summer. North-west winds generally lower the temperature, but most in summer.

Great success in the treatment of chronic articular rheumatism by electricity is claimed by Prof. Seeligmüller, a European specialist. Around the joints is used a metallic brush

electrode, which is connected with the negative pole, the positive pole being attached to a flat sponge electrode. Little dots cover the skin after each sitting. The application is painful, but is easily endured after a little time.

Last autumn a study of bird migrations was made by Mr. Eagle Clarke at the Kentish Lightship in the English Channel. It appears that the migrations chiefly depend upon temperature, and the advent of cold weather suddenly arouses the instinct to migrate, regardless of storm and wind. The direction of the wind has little or no influence.

For nearly two years a six-mile cable insulated with artificial gutta-percha has been tested between the island of Ebnor and Schleswig. The material is a mixture of rubber and palm oil, and the cables, said to have been perfectly satisfactory thus far, cost 30 per cent. less than those covered with gutta-percha.

## RUSSIAN COAL CONTRACTS.

A Cardiff correspondent of a Home paper said—Considerably over 100,000 tons of Welsh steam coal have now been booked to Russian order for delivery during October, and it is probable that within the next week this vast amount may be considerably augmented. Many large German steamers are now at Cardiff awaiting cargoes of coal, which are to leave the port under sealed orders. Everything, however, is in a state of indecision, even the Russian agents themselves being unable definitely to indicate when the shipments will take place. The fulfilment of all the October contracts, it is stated, depends entirely on the movements of the Baltic Fleet, and, pending definite information, three large German colliers which left Cardiff a week or two back with coal to Russian order are hung up at Las Palmas awaiting further instructions. The contracts for October so far booked do not comprise what is known as first grade Admiralty Welsh steam coal—in fact, the orders go through almost the entire range of qualities, with but few exceptions. No considerable orders for November and December deliveries have yet been placed, and it is said that the Russian agents themselves are in somewhat of a quandary, owing to the uncertainty which prevails, even in official circles, as to the movements of the Baltic Squadron. In any event, Cardiff shippers are hopeful that the October orders will at least be equalled, if not exceeded, in the succeeding months.

## FOOTBALL IN JAPAN.

Football is undoubtedly a game to which foreigners take kindly. The growth of the sport in France has greatly impressed English sportsmen who have played there. Within a few years Frenchmen have acquired a degree of skill which, added to their natural keenness and impetuosity, has made them formidable opponents. From a short article in the current number of the *Captain*, by an Englishman at the Keiojuku University, Tokyo, we learn that football has begun to take root in Japan. This writer, Mr. E. B. Clark, introduced the game about four years ago, and the students, as he says, took to it like babes to their bottles. From the national physique of the Japanese, we should imagine that they would play a fast game, relying more on their activity than on strength and weight. The weight of the English team at Yokohama, the principal opponents of the Keiojuku University, has so far proved too much for the Japanese. One very interesting item of news is contained in Mr. Clark's article. It seems that after the first match with the Englishmen of Yokohama, the defeated team passed a solemn resolution in the train, to the effect that, "seeing that our present mode of squinting on our heels has a tendency to prevent the growth of our legs, we, for the sake of future generations, when we are married men and fathers, shall insist on our wives and children sitting on chairs." Thus does football assist the march of civilization.

## SIR C. DILKE AND RUSSIAN RAIDERS.

Sir Charles Dilke, M.P., speaking at Leabury last month, referred to the questions of International Law affecting British shipping which were raised in connection with the present war. He said that he could not agree with those who thought that matters had even now been placed on a fairly satisfactory footing. He did not know what defence could be made for our apologies to Germany during the South African War in the cases of the *Herzog* and the *Benziger*, and for the payment of compensation and gift of gold plate to the Russian Privy Councillor who decided against us if there were to be any show of consistency in our present apparent acceptance of a very different view. We now seemed to be content that British ships should be stopped anywhere in the world in order to be searched for supposed contraband named in a widely extended list, and such as was carried innocently in almost every British merchant ship sailing the seas. In the German case we seemed to have admitted the principle of local limit to the search for contraband. Almost all ships engaged in every trade in all parts of the world had in their cargo some food, some coal, some machinery, or some iron, and the claim now set up was virtually one to so hamper as to destroy any branch of our trade at will.

## FORMER COLONIST ON NAVAL STATIONS.

The following letter, by Mr. Edward L. O'Malley, of Cuddesdon, Oxford, appeared in the *Times* last month—

Sir—What the relations of the Admiralty to the War Office with regard to the fortification and protection of our naval stations abroad may have been during the last few years I do not presume to say; but as a resident for some time in Hongkong and Singapore, I know that the line always taken by naval officers when discussing the question on the spot was in strict accordance with the attitude which Sir Ralph Kenealy attributes to the Admiralty. Big guns and big forts, the latter often monopolizing the best sites for city extension and the raising of local military forces and local military contributions was always being impressed upon the commercial community, with the assurance that in case of war they must depend upon themselves, as the naval policy in such an event would be for all her Majesty's ships at once to put out to sea, each ship in pursuit of, or for the observing of, one of the enemy's ships, leaving the dockyards and the colonists to the care of the local forces. I am sure that anyone who lived in either of the two colonies above mentioned for any length of time between 1880 and 1895 would confirm this.

## THE CHANGE IN CHANG CHIH-TUNG.

A Peking correspondent states that Viceroy Chang Chih-tung of Wuhan has lately sent up a long memorial to the Throne criticizing in hostile and strong language a memorial of Sir Robert Hart to the Throne with regard to the raising of funds by the imposition of a uniform and moderate land tax throughout the Empire, a translation of which was made and published in the *N. C. Daily News* a few months ago. It will also be remembered, says the well-informed "native notes" writer in that journal, that the land tax suggested by Sir Robert provided amongst other good things sadly needed in China, ample salaries for all civil and military officials of the country, which measure alone ought to have been welcomed by all Chinese who sincerely desired the advancement of their country. It would, however, appear that the old Viceroy's suspicious nature and his lately developed anti-foreign prejudices which he likes to call patriotism, have made him so blind to the interests of his country as to hint in his memorial that the suggestions of Sir Robert Hart were harmful to the Empire and practically intended to extend the radius of the British sphere in the Yangtze Valley. As the tax is meant for the whole Empire it is hard to understand why the Viceroy specially makes a point of the Yangtze Valley, whereas if his arguments meant anything, the sphere of influence he fears ought to stretch to the very confines of the Chinese Empire.

## INSURANCES.

## L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

Hongkong, 1st January, 1904. 105

## AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

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BEUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. 9

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ESTABLISHED 1836.

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Hongkong, 23rd September, 1903. 267

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1903. £16,898,650.

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PAID-UP CAPITAL... 837,500 0 0  
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Hongkong, 18th June, 1904. 1888

## THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON. INCORPORATED A.D. 1851.

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Hongkong 25th April, 1904. 1121

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European Supervision. Excellent Cuisine and Accommodation. Apply—MANAGERESS, Macdonnell Road.

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Hongkong, 2nd March, 1903. 71

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Hongkong, 19th March, 1904. 1265

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BEWARE OF JAPANESE IMITATIONS.

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Hongkong, 31st July, 1903. 2578

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CALL FLAG E.

REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Moderate charges. Work solicited.

J. D. EDWARDS, Manager.

Amoy, 3rd December, 1903. 15

## NOTICE TO KOWLOON RESIDENTS.

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Hongkong, 22nd December, 1903.

## ARE YOU RUN DOWN AND WEAK?

BILE BEANS WILL SET YOU UP LIKE MAGIC.

When a clock is run down it has no longer any energy or driving power and it cannot go. It is no use then until it is wound up and put in order. When the human body has lost tone and become run down, Class. Ford's Bile Beans will tone it up, restore its energy, and put it in perfect working order again. Thousands of persons become run down, weak, and ailing, without knowing the cause of their malady, and they try a vast number of remedies which bring them no relief. Then they lose hope, become melancholy and pine away under the impression that they are afflicted with some mysterious and incurable disease. That is a fatal error. Weakness and loss of tone arise entirely from disorder of the liver and digestive organs. When these organs are toned up and put in order—as they are by Bile Beans—the depression and weakness pass away and both body and mind regain their natural health and activity. Disorder of the liver and digestive organs may, in the first instance, arise from errors of diet, from sudden chills, from exhaustion caused by excessive heat, or from other causes, but in any case the most certain remedy is Class. Ford's Bile Beans which, by correcting the disorder of these organs, at once remove the cause of many maladies. Bile Beans are absolutely free from any trace of animal or mineral substance, being purely vegetable in composition.

Mr. John Thos. Ackroyd, of Dyson Street, Haugh Shaw Road, Halifax, England, is a yarn scourer employed in one of the great mills of Yorkshire, and in the course of his employment was exposed to extreme heats and colds, often working for hours in an atmosphere of steam, or in hot rooms while wearing damp clothing. He became run down, and this is what he says of his cure by Bile Beans—

"I began to suffer from debility, and I became altogether run down. At times I was racked with pains in my back and head and side. You may guess what I had come to when I tell you that my wife had to lift me up in bed and that I could not put on my own clothes! Of course, I could not do any work, my appetite left me, and I always felt weary and fagged. At the same time I could not sleep. People used to say to me 'You look like death!' I was bothered with pimples too and had a large boil under my arm. The doctor said I was completely run down. We got a little book one day telling about Class. Ford's Bile Beans for Biliousness, and I sent my wife for a bottle. I went on taking them straight away and in a short time I was worlds better. My back, which had given way, got stronger; and I began to feel better all round. When I got back my appetite began to enjoy and be able to digest my food. Bit by bit I improved until I had no need to take any more medicine. I am in grand condition, better than I ever before remember having felt, and I am quickly putting on flesh. There is no doubt my cure was brought about entirely through Class. Ford's Bile Beans, and I shall always recommend them to sufferers." Charles Ford's Bile Beans for Biliousness are a cure for indigestion, anemia, weakness, female ailments, heat, fatigue, neuralgia, lumbago, rheumatism, debility, palpitation, pains in the back, piles, constipation, sleeplessness, loss of appetite, liver complaint, headache, flatulence, pimples, skin eruptions and all ailments having a common origin in impurity of blood, a general congestion of the system and loss of vital force. Of all Chemists and medicine vendors. Price 75 cents (Mex.) per bottle. [2010—2]

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LUTGENS, EINSTAMANN & CO. Sole Agents for China.

Hongkong, 19th July, 1904. 161

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CODE WORD: "DOCK" NAGASAKI. A.I. & B.C. Scotch and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI). Extreme Length... 523 feet. Length on Blocks... 513. Width of Entrance on Top... 89. Width of Entrance on Bottom... 77. Water on Blocks at Spring Tide 264.

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THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

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LOTUS, Large Size \$3.00 per 100. Gold Tippee, Medium Size \$3.75 per 100. ZAFAR, Large Size \$4.60 per 100. Medium Size \$4.20.

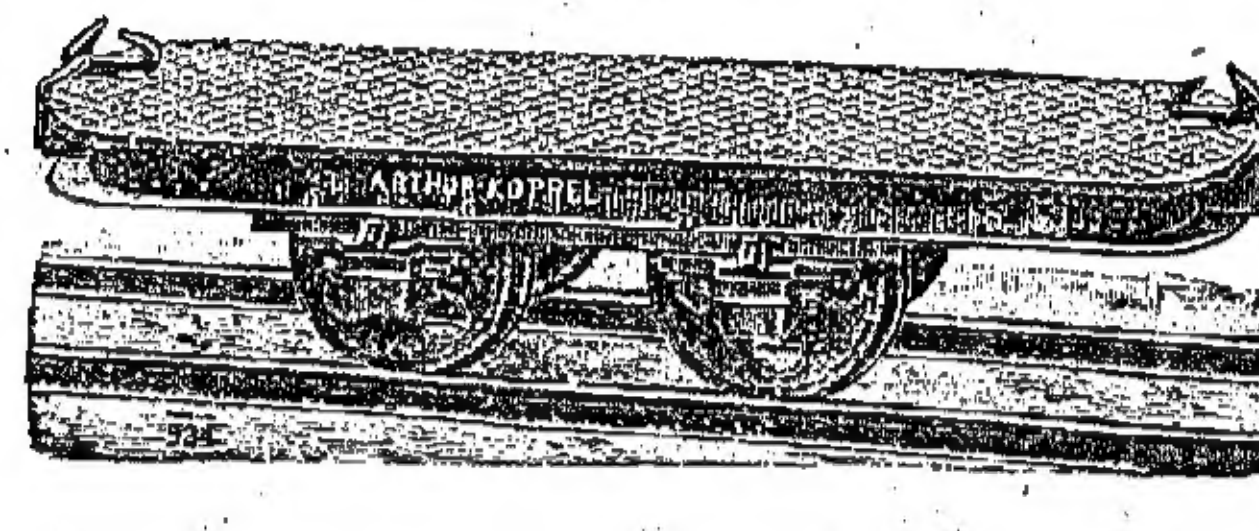
KARIM, Large Size \$3.75 per 100. Medium Size \$3.50. THABIT, Large Size \$3.00 per 100. Medium Size \$2.75 per 100.

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Hongkong, 1st October, 1904. a333

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S. MINAMI, Manager, Hongkong.

## THE AMERICAN SYSTEM OF DENTISTRY.

D. B. M. H. CHAUN. 37, DES VUEX ROAD CENTRAL, HONGKONG, From the University of Pennsylvania, U.S.A. Hongkong, 3rd June, 1904. [2161]

## ON SALE.

THE PROVINCE OF SHANTUNG. ITS TRADE, POPULATION AND FUTURE PROSPECTS. BY M. O'S. Reprinted from the "HONGKONG DAILY PRESS." Price, 50 cents Cash, Messrs. Kelly & Walsh or Daily Press Office. Hongkong, 31st January, 1900.

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## SHIPPING.

**ARRIVALS.**  
**CANTON**, Norwegian str., 7.4, Joh. Martin, 2nd Nov., 1904. — Cardiff 10th Sept. — Coal — Order.  
**DARDANUS**, British str., 2.02, J. Malheuch, 2nd Nov. — Liverpool and Singapore 27th Oct., General. — Butterfield & Swire.  
**HAITAN**, British str., 1.35, Roach, 2nd Nov. — Foochow 30th Oct., Amoy 31st, and Swatow 1st November, General. — Douglas Lapraik & Co.  
**HANOI**, French str., 7.37, P. Merlees, 2nd Nov. — Haiphong 30th Oct. and Hanoi 1st Nov., Pigs and General. — A. R. Marly.  
**LAETES**, British str., 1.35, J. B. Jackson, 2nd Nov. — Saigon 25th Oct., Oct., Meat — Ching.  
**MACHREW**, German str., 8.80, H. Harjes, 2nd Nov. — Bangkok 23rd Oct. and Swatow 1st Nov., Rice and Lumber. — Butterfield & Swire.  
**TELENA**, British str., 3.24, H. Carter, 1st Nov. — Singapore 25th Oct., Petroleum in Bulk. — Arnold, Karberg & Co.

**CLEARANCES.**  
**AT THE HARBOR MASTER'S OFFICE.**  
 2nd November.  
**Changchow**, British str., for Amoy.  
**Amsu**, British str., for Chilo.

**DEPARTURES.**  
 2nd November.  
**ARRATON AFAR**, British str., for Celestia.  
**AUCHENBURN**, British str., for Kutchinotzu.  
**HALLOON**, British str., for Tamsui.  
**HALABAN**, Dutch str., for Amoy.  
**HONGKONG**, British str., for Amoy.  
**HOPKINS**, British str., for Kobe.  
**UNBANG**, British str., for Kobe.  
**PROVIDENCE**, Norwegian str., for Anping.  
**RAZABUR**, German str., for Bangkok.  
**TARTAR**, British str., for Vancouver.  
**WHAMPOA**, British str., for Shanghai.

**VESSELS IN DOCK.**  
 2nd November.  
**ANDERSON DOCKS.** — *Lika*, U.S.S. *Fathomer*, *Sofala*, H.M.S. *Virago*, *Long Tang*, *Argus*, *Empress of India*, *Mohit*, *Cosmopolitan*.  
**DOCK.** — *Derwent*, *Chautauq*, *Tahiti*.

**VESSELS PASSED ANKER.**  
 Oct. 13, British str., *Berlin*, Mulanby, Oct. 13, from Batavia for Tientsin.  
 Oct. 14, Dutch str., *Bogor*, van der Putte, Aug. 23, from Rotterdam for Batavia.  
 Oct. 17, British str., *Telander*, Wright, Oct. 15, from Christmas Island for Singapore.  
 Oct. 18, German str., *Bergedorf*, Sager, Oct. 17, from Tientsin for Batavia.  
 Oct. 19, British str., *Ras Elba*, Aug. 13, from Barry for Manila.  
 Oct. 19, Dutch str., *Sindora*, Guthrie, Oct. 19, from Batavia for Rotterdam.  
 Oct. 21, British str., *Cransley*, from Hongkong for Durban.

## VESSELS ON THE BERTH

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
**FOR SWATOW, AMOY AND FOOCHEW.**  
 The Company's Steamship  
**"HAITAN"**  
 Captain Roach, will be despatched for the above ports TO-MORROW, the 4th inst., at 10 A.M.  
 For Freight or Passage, apply to  
**DOUGLAS LAFRAIK & CO.,**  
 General Managers.  
 Hongkong, 2nd November, 1904. 257

**FOR SINGAPORE, PENANG AND CALCUTTA.**  
 The Steamship  
**"GREGORY APCAR"**  
 Captain J. G. Olfert, will be despatched for the above ports on TUESDAY, the 5th inst., at 3 P.M.  
 For Freight or Passage, apply to  
**DAVID SASSON & CO., LD.,**  
 Agents.  
 Hongkong, 2nd November, 1904. 2575

**NAVIGAZIONE GENERALE ITALIANA.**  
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**STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.**  
 Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGURIA and GENOA, also VENICE, ANCONA, LIVORNO, MEDERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)  
**THE Steamship**  
**"ISCHIA"**  
 Captain Maganzini, will be despatched as above on SATURDAY, the 12th inst., at Noon.  
 At Bombay the Steamer is discharging in Victoria Dock.  
 For further particulars regarding Freight and Passage, apply to  
**CARLOWITZ & CO.,**  
 Agents.  
 Hongkong, 31st October, 1904. 2576

**STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.**  
 The Steamship  
**"KENNEBEC"**  
 will be despatched as above on or about the 12th inst.  
 For Freight or further information, apply to  
**STANDARD OIL COMPANY OF NEW YORK.**  
 Oriental Freight Department.  
 Hongkong, 14th October, 1904. 2439

**"BEN" LINE OF STEAMERS.**  
**FOR LONDON AND ANTWERP.**  
 The Steamship  
**"BENALDER"**  
 Captain McIntosh, will be despatched as above on or about the 18th inst.  
 For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
 Agents.  
 Hongkong, 22nd October, 1904. 2499

**AMERICAN ASIATIC STEAMSHIP COMPANY.**  
**FOR NEW YORK VIA SUEZ CANAL.**  
 The Steamship  
**"RAS ISSA"**  
 Captain R. Porrett, will be despatched for the above port on 20th January, 1905.  
 For Freight, apply to  
**SEWAN, TOMES & CO.,**  
 General Agents.  
 Hongkong, 2nd November, 1904. 2593

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, E.C. VIA PORTS OF CALL	COROMANDEL	Brit. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	On 5th inst., at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	MANILA	Brit. str.	1 m.	H. G. H. Lowell, R.N.R.	P. & O. S. N. Co.	On 5th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	MACHAON	Brit. str.	—	McIntosh	GIBB, LIVINGSTON & CO.	On 12th inst.
LONDON & ANTWERP	BENALDER	Brit. str.	1 m.	T. G. Steves	GIBB, LIVINGSTON & CO.	On 22nd inst.
LONDON, AMSTERDAM & ANTWERP	JASON	Brit. str.	1 m.	—	GIBB, LIVINGSTON & CO.	On 24th Dec.
AMSTERDAM, LONDON & ANTWERP	TELEMACHUS	Brit. str.	1 m.	—	GIBB, LIVINGSTON & CO.	On 25th Dec.
AMSTERDAM, LONDON & ANTWERP	DIONYS	Brit. str.	1 m.	—	GIBB, LIVINGSTON & CO.	On 25th Dec.
MARSEILLES & LONDON	PRINCESS ALICE	Ger. str.	1 m.	P. Wettin	MELCHERS & CO.	On 5th inst., at Noon.
BREMEN, VIA PORTS OF CALL	BRISGAVIA	Ger. str.	1 m.	Schulke	HAMBURG-AMERIKA LINE	On 19th inst.
HAVRE & HAMBURG	SLAVONIA	Ger. str.	1 m.	Madsen	HAMBURG-AMERIKA LINE	On 19th inst.
HAVRE, BREMEN & HAMBURG	SEGOVIA	Ger. str.	1 m.	Schnefeldt	HAMBURG-AMERIKA LINE	On 19th inst.
HAVRE & HAMBURG	SENEGAMBIA	Ger. str.	1 m.	Jaburg	HAMBURG-AMERIKA LINE	On 27th Dec.
HAVRE & HAMBURG	ARMENIA	Ger. str.	1 m.	Forst	HAMBURG-AMERIKA LINE	On 11th Jan.
HAVRE & HAMBURG	C. FERD. LAEISZ	Ger. str.	1 m.	von H. C.	SANDER, WILHELM & CO.	On 25th inst., P.M.
TRIESTE, &c. VIA SINGAPORE, &c.	MARIA VALERIE	Aus. str.	1 m.	Berbarovich	BUTTERFIELD & SWIRE	On 22nd inst.
GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	Brit. str.	1 m.	R. Day	BUTTERFIELD & SWIRE	On 20th Dec.
NEW YORK, VIA PORTS & SUEZ CANAL	KENNEDY	Brit. str.	—	—	STANDARD OIL CO.	About 12th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	ST. HUGO	Brit. str.	—	R. Porrett	DODWELL & CO., LD.	On 20th Jan.
NEW YORK, VIA PORTS & SUEZ CANAL	RAS ISSA	Brit. str.	2 m.	R. Archibald	CANADIAN PACIFIC R. CO.	On 23rd Dec.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 30th inst.
VANCOUVER, VIA SHANGHAI, &c.	ATHENIAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 17th Dec.
VICTORIA (B.C.) & SEATTLE VIA NAGASAKI, &c.	KEMUN	Brit. str.	—	G. D. Morrison	DODWELL & CO., LIMITED	On 19th inst., at Daylight.
PORTLAND, OREGON	TEAN	Brit. str.	—	Bahle	PORTLAND & ASIATIC S.S. CO.	On 16th inst.
AUSTRALIAN PORTS	ARABIA	Brit. str.	1 m.	Brown	BUTTERFIELD & SWIRE	On 16th inst., at Noon.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	TEWAN	Brit. str.	—	P. T. Helms	GIBB, LIVINGSTON & CO.	About 13th inst.
YOKOHAMA, KOBE & YOKOHAMA	EMPIRE	Brit. str.	—	H. E. Kitch, R.N.R.	NIPPON YUSEN KAISHA	On 8th inst., at 4 P.M.
YOKOHAMA, KOBE & YOKOHAMA	CANDIA	Brit. str.	—	Leslie	BRADLEY & CO.	On 5th inst., at 4 P.M.
YOKOHAMA, KOBE & YOKOHAMA	MANICA	Brit. str.	1 m.	J. Haydon	BUTTERFIELD & SWIRE	To-day.
YOKOHAMA, KOBE & YOKOHAMA	KANSU	Brit. str.	1 m.	W. Badley	GIBB, LIVINGSTON & CO.	On 5th inst.
YOKOHAMA, KOBE & YOKOHAMA	SOPALA	Brit. str.	1 m.	G. A. Shepherd	JARDINE, MATHESON & CO.	On 6th inst., at Daylight.
YOKOHAMA, KOBE & YOKOHAMA	KWONGSANG	Brit. str.	1 m.	H. W. Kendrick, R.N.R.	P. & O. S. N. Co.	About 4th inst.
YOKOHAMA, KOBE & YOKOHAMA	CHUSAN	Brit. str.	1 m.	Robinson	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA, KOBE & YOKOHAMA	SUNGKANG	Brit. str.	1 m.	R. W. Almond	SEWAN, TOMES & CO.	On 5th inst., at 10 A.M.
YOKOHAMA, KOBE & YOKOHAMA	RUBI	Brit. str.	—	A. Hansen	OSAKA SHOSHEN KAISHA	On 9th inst., at Daylight.
YOKOHAMA, KOBE & YOKOHAMA	TRIUMPH	Jap. str.	—	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	On 9th inst., at Daylight.
YOKOHAMA, KOBE & YOKOHAMA	FRUITFUL	Jap. str.	—	T. Brandt	OSAKA SHOSHEN KAISHA	On 13th inst., at Daylight.
YOKOHAMA, KOBE & YOKOHAMA	M. STRUVE	Brit. str.	—	Loke	DOUGLAS LAFRAIK & CO.	To-morrow, at 10 A.M.
YOKOHAMA, KOBE & YOKOHAMA	HAITAN	Brit. str.	2 m.	Weigall	JARDINE, MATHESON & CO.	On 8th inst., at 4 P.M.
YOKOHAMA, KOBE & YOKOHAMA	LOONGSANG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 12th inst., at 10 A.M.
YOKOHAMA, KOBE & YOKOHAMA	TEAN	Brit. str.	—	E. Rodger	SEWAN, TOMES & CO.	About 2nd Jan.
YOKOHAMA, KOBE & YOKOHAMA	ZAFIRO	Brit. str.	—	T. W. Gardick	DODWELL & CO., LD.	On 7th inst.
YOKOHAMA, KOBE & YOKOHAMA	TAIKO	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at Noon.
YOKOHAMA, KOBE & YOKOHAMA	SHANTUNG	Brit. str.	1 m.	W. E. Sawyer	JARDINE, MATHESON & CO.	On 8th inst., at 3 P.M.
YOKOHAMA, KOBE & YOKOHAMA	HINSANG	Brit. str.	1 m.	J. G. Olfert	DAVID SASSON & CO., LD.	About 12th inst.
YOKOHAMA, KOBE & YOKOHAMA	GRACIOSO APOAR	Brit. str.	1 m.	W. H. S. Hall	P. & O. S. N. Co.	On 12th inst., at Noon.
YOKOHAMA, KOBE & YOKOHAMA	MAGAZON	Brit. str.	—	Maganzini	CARLOWITZ & CO.	On 12th inst., at Noon.
YOKOHAMA, KOBE & YOKOHAMA	ISCHIA	Ital. str.	—	—	—	—

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## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATE.
BRISGAVIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 4th Nov. Freight.
SLAVONIA	HAVRE, BREMEN and HAMBURG (ex STRASSBURG) (Calling at Singapore, Penang and Colombo)	On 19th Nov. Freight & Passenger.
SEGOVIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 29th Nov. Freight.
SENEGAMBIA	HAVRE and HAMBURG (ex NURNBERG) (Calling at Singapore, Penang and Colombo)	On 13th Dec. Freight.
ARMENIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 27th Dec. Freight.
C. FERD. LAEISZ	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 11th Jan. Freight.

For Further Particulars, apply to  
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## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
* SHANGHAI	CHUSAN	About 4th November	Freight and Passage.
LONDON, &c.	COROMANDEL	Noon, 5th November	See Special Advertisement.
LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	MANILA	About 9th November	Freight and Passage.
SINGAPORE, COLOMBO and MAZAGON BOMBAY	H. G. H. Lowell, R.N.R.	About 12th November	Freight only.
YOKOHAMA, VIA SHANGHAI, HAI MOJI and KOBE (Passing through the Inland Sea)	CANDIA	About 13th November	Freight only.

\* Expected to arrive on or about 7th October, will leave for the above port as soon as possible after her arrival with the next English Mail.

For further Particulars, apply to  
**E. A. HEWETT,**  
 Superintendent.  
 Hongkong, 29th October, 1904.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY.	SPEED.	PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.		

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.  
 Proposed SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
 R.M.S. "EMPEROR OF INDIA" 6,000 Tons. WEDNESDAY, 16th Nov.  
 R.M.S. "EMPEROR OF JAPAN" 6,000 Tons. WEDNESDAY, 14th Dec.  
 R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 23rd Dec.  
 R.M.S. "EMPEROR OF CHINA" 6,000 Tons. WEDNESDAY, 11th Jan.  
 R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 25th Jan.

Hongkong to London, 1st Class ..... via St. Lawrence 200 ..... 242.  
 Intermediate on Steamers, ..... 240.  
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THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.  
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

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**D. W. CRADDOCK** Acting General Agent,  
 9, Pedder Street.

## OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN  
 HONGKONG, SOUTH CHINA COAST PORTS  
 AND FORMOSA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSAI, VIA SWATOW AND AMOY	"FRUITFUL"	SUNDAY, 6th Nov., at Daylight.
FOOCHOW, VIA SWATOW AND AMOY	H. A. HARALDSEN	WEDNESDAY, 9th Nov., at Daylight.
TAMSAI, VIA SWATOW AND AMOY	"M. STRUVE"	SUNDAY, 13th Nov., at Daylight.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.  
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.  
 Hongkong, 24th October, 1904. T. ARIMA, Manager. 15

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.  
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
 N.B.—Cargo CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PRINCESS ALICE	WEDNESDAY 9th November
PRINZ HEINRICH	WEDNESDAY 16th November
PRINZ REGENT LUITPOLD	WEDNESDAY 23rd November
PRINZ EITEL FRIEDRICH	WEDNESDAY 7th December
PRINZ EITEL FRIEDRICH	WEDNESDAY 21st December
PRINZ EITEL FRIEDRICH	WEDNESDAY 4th January 1905
PRINZ EITEL FRIEDRICH	WEDNESDAY 18th January
PRINZ EITEL FRIEDRICH	WEDNESDAY 1st February
PRINZ EITEL FRIEDRICH	WEDNESDAY 15th February
PRINZ EITEL FRIEDRICH	WEDNESDAY 1st March
PRINZ EITEL FRIEDRICH	WEDNESDAY 15th March
PRINZ EITEL FRIEDRICH	WEDNESDAY 29th March
PRINZ EITEL FRIEDRICH	WEDNESDAY 12th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 26th April

ON WEDNESDAY, the 9th day of NOVEMBER, 1904, at Noon, the Steamship "PRINCESS ALICE," Captain P. Wettin, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES, GENOA, and SUEZ, on the 7th November, the 8th November, and the 9th November, and will be received on Board until 5 P.M. on TUESDAY, the 8th November, and will be received at the Agency's Office until Noon on TUESDAY, the 8th November. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50. The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

**NORDDEUTSCHER LLOYD.**  
 For further Particulars, apply to  
**MELCHERS & CO., AGENTS.**  
 Hongkong, 27th October, 1904. 5

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Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Amoy and Manila.	Sat., 5th Nov., 10 A.M.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 12th Nov., 10 A.M.

For Freight or Passage apply to  
**SEWAN, TOMES & CO.,**  
 GENERAL MANAGERS.  
 Hongkong, 30th October, 1904. 116

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR EASTAFRICA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS. THE Steamship

**"COROMANDEL"**  
 Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this Port on SATURDAY, the 5th inst. at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Oceanic," 6,510 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Egypt," due in London on the 18th December, 1904. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
 For further particulars, apply to  
**E. A. HEWETT,**  
 Superintendent.  
 Hongkong, 24th October, 1904. 1

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**  
**FOR SYDNEY AND MELBOURNE.**  
 Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
 The Steamship

**"EMPIRE"**  
 Captain P. T. Helms, will be despatched for the above ports on WEDNESDAY, the 10th inst., at Noon.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Tea, &c., throughout the voyage. The Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in state-rooms.  
 For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
 Agents.  
 Hongkong, 18th October, 1904. 2472

**REGULAR STEAMSHIP SERVICE TO NEW YORK.**  
 VIA PORTS AND SUEZ CANAL.  
 PROPOSED SAILINGS FROM HONGKONG, 1904.

**"ST. HUGO"** ..... 25th Nov.  
**"SHIMOSA"** ..... 18th Dec.  
 For Freight and further information, apply to  
**DODWELL & CO., LD.,**  
 Agents.  
 Hongkong, 9th August, 1904. 877

**HONGKONG-MACAO LINE.**  
 S.S. "WING CHAI."  
 Captain I. Austin, R.N.R.

THIS Steamer departs from Hongkong, on Week Days, at 7.30 A.M.; and on Sundays, at 8.30 A.M.; Departs from Macao on Week Days about 2 P.M. and on Sundays at 6.30 P.M.

FARES—(week days) 1st Class (including cabin and servant), Single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.  
 Every Sunday will be on Excursion, at the following rates:  
 1st and 2nd Class, Single Ticket \$1, Return \$2. 3rd Class, Single 30 cents, Return 50 cents. Steamer 10 cents.  
 Thin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2.  
 On Sundays, Passengers desiring to have a Private Cabin



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND HAWAIIAN PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"DARDANUS"	On 1st November.	
GLASGOW and LIVERPOOL	"DIOMED"	On 13th November.	
GLASGOW and LIVERPOOL	"NINGHONG"	On 20th November.	
GLASGOW and LIVERPOOL	"KEEMUN"	On 28th November.	

## HOMEWARDS.

FROM	STEAMERS	TO	DATE
MARSEILLES and LONDON	"ULYSSES"	On 5th Nov., Noon.	
LONDON, AMSTERDAM and ANTWERP	"MACHAON"	On 12th November.	
LONDON, AMSTERDAM and ANTWERP	"JASON"	On 22nd November.	
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 22nd November.	
AMSTERDAM, LONDON and ANTWERP	"TELEMACHUS"	On 6th December.	
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 20th December.	
GENOA, MARSEILLES and LIVERPOOL	"DARDANUS"	On 20th December.	

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FROM	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKOHAMA	"KEEMUN"	On 30th November.	

For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 29th October, 1904.

# CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO	DATE
CHEFOO, NEWCHANG and TIENTSIN	"KANSU"	On 3rd November.	
AMOI, MANILA, CEBU and ILOILO	"SUNGKANG"	On 4th November.	
SAMARANG and SOERABAYA	"SHANTUNG"	On 7th November.	
MANILA	"TEAN"	On 8th November.	
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 16th November.	

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified  
Surgeon is carried.  
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 29th October, 1904.

# INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
SINGAPORE and SOERABAYA	"HINSANG"	Friday, 4th Nov., Noon.	
* MANILA	"LOONGSANG"	Friday, 4th Nov., 4 P.M.	
† SHANGHAI	"KWONGSANG"	Sunday, 6th Nov., 8 P.M.	

\* These steamers have superior accommodation for First-Class Passengers and are fitted  
throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

**JARDINE, MATHESON & CO.,**  
GENERAL MANAGERS.

Hongkong, 29th October, 1904.

# NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA B.C. AND TACOMA  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
TEXAN	8,615	G. D. Morrison	Saturday, December 17th
TREMONT	9,606	T. W. Garlick	January 10th
LYRA	4,417	G. V. Williams	February 9th
FLORIAN	3,753	Purinton	March 4th

† Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREMONT	9,606 tons.	T. W. Garlick	About 2nd January.
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CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very  
superior accommodation for First and Second Class Passengers. The large size of these vessels  
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo  
carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
For further information apply to—

**DODWELL & CO., LIMITED,**  
GENERAL AGENTS.

QUEEN'S BUILDINGS,  
Hongkong, 24th October, 1904.

# PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG FOR THE INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR  
PORTLAND, OREGON  
OPERATING IN CONNECTION WITH THE  
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL AT DATE/TIME ON
"ARABIA"	4,488	Bable	November 19th, 1904.
"ARAGONIA"	5,198	Schmidt	December 13th, 1904.
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.
"NUMANTIA"	4,370	Brehmer	January 25th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

**ALLAN CAMERON, GENERAL AGENT.**

Hongkong, 14th October, 1904.

# SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.  
The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IKDAL"	Captain A. Jennings.
S.S. "LOTHIAN"	Captain C. B. Cox.
S.S. "INKUM"	Captain J. C. Williamson.
S.S. "SIKH"	Captain E. S. Pearce.
S.S. "SOFALA"	Captain J. R. Rowley.
S.S. "INDRASHAMA"	Captain G. A. Shepherd.
S.S. "INDRAVELLI"	Captain R. P. Craven.
S.S. "INDRAVELLI"	Captain H. G. Porter.

The S.S. "SOFALA" will be despatched for Chefoo and Durban on 5th inst.

For Freight, apply to

**GIBB, LIVINGSTON & CO.,**  
AGENTS.

Hongkong, 20th October, 1904.



AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

STEAM FOR  
TRIESTE (DIRECT),  
Calling at SINGAPORE, PENANG,  
COLOMBO, BOMBAY, KARACHI,  
ADEN, SUEZ and PORT SAID.  
(Taking Cargo at through rates to the Brazils,  
to South Africa, Persian Gulf, Red  
Sea, Black Sea, Levant, Venice and  
Adriatic Ports.)  
THE Company's Steamship

"MARIA VALERIE,"  
Capt. Berberich, will be despatched as above  
on FRIDAY, the 25th inst., P.M.  
For information as to Passage and Freight,  
apply to  
**SANDER, WIELER & CO.,**  
Agents.  
Princes Buildings.  
Hongkong, 2nd November, 1904.

Hongkong, 2nd November, 1904.

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
SOUTH AFRICA, in connection with INDO-  
CHINA STEAM NAVIGATION CO.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for CAPE PORTS every fortnight.  
For Freight and further particulars,  
apply to  
**DODWELL & CO., LIMITED.**  
General Agents for China and Japan.  
Hongkong, 4th August, 1897.

Hongkong, 4th August, 1897.

## NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer  
"CEYLON,"  
FROM ANTWERP, LONDON, PORT  
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out, Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.  
This vessel brings on Cargo:—  
From London, &c., ex s.s. "Pavia."  
Optional Goods will be landed here unless  
instructions are given to the contrary before  
2 P.M., To-day, the 23rd inst.  
Goods not cleared by the 3rd prox., at 4 P.M.,  
will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.  
Damaged packages must be left in the Go-  
downs for examination by the Consignees and  
the Company's representative at an appointed  
time. All Claims must be presented within  
ten days of the steamer's arrival here, after  
which date they cannot be recognised. No  
Claims will be admitted after the Goods have  
left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 28th October, 1904.

## OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"YANGTSE,"  
are hereby notified that the Cargo is being  
discharged into Craft, and/or landed at the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., where in both  
cases it will be at Consignees' risk. The Cargo  
will be ready for delivery from Craft or Godown  
on and after the 30th instant.  
Optional cargo will be landed, unless notice  
has been given prior to steamer's arrival.  
All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined at 11 A.M., on the 4th prox.  
No Claims will be admitted after the Goods  
have left the steamer's Godown, and all Goods  
remaining undelivered after the 4th prox., will  
be subject to rent.  
All Claims against the Steamer must be  
presented to the undersigned on or before the  
7th prox., or they will not be recognised.  
No Fire Insurance has been effected.

**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 27th October, 1904.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Steamer

"GREGORY APCAR,"

having arrived from the above ports, Consignees  
of Cargo are hereby informed that their Goods  
will be delivered from alongside.

Cargo impeding the discharge will be landed  
at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the  
3rd November, will be landed at Consignees'  
risk and expense into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Company, Limited.

Consignees of Cargo from SINGAPORE  
and PENANG are requested to take IM-  
MEDIATE delivery of their Goods from  
alongside, such Cargo impeding the dis-  
charge of the vessel will be landed and stored at  
Consignees' risk and expense.

Bills of Lading will be countersigned by the  
undersigned.

No Fire Insurance has been effected.

**DAVID SASSOON & CO., LD.,**  
Agents.

Hongkong, 31st October, 1904.

## NOTICE TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANT-  
WERP AND LONDON.

THE Steamship

"MONMOUTHSHIRE,"

Captain G. E. Warner, having arrived from  
the above ports. Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, at Kowloon, and stored at Consignees'  
risk and expense.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 8th inst., will be subject  
to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 8th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
**SHEWAN, TOMES & CO.,**  
Agents.

Hongkong, 1st November, 1904.

## NOTICE TO SHIPPERS.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are  
prepared, during suspension of their  
Trans-Pacific Service and until further notice  
to book cargo and issue Bills of Lading to  
SEATTLE, WASH., VICTORIA, B.C., and  
PACIFIC COAST PORTS, also to OVER-  
LAND POINTS in the UNITED STATES  
and CANADA in connection with the GREAT  
NORTHERN RAILWAY from SEATTLE,  
as hitherto, by the steamers of the NORTHERN  
PACIFIC S.S. CO., BOSTON STEAMSHIP  
and TOWBOAT CO.'S, OCEAN S.S. CO.,  
and CHINA MUTUAL S.N. CO.

For Further Particulars, apply at the  
Company's Local Branch Office in Prince's  
Building, First Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 20th May, 1904.

## AUTOMATIC MAUSER PISTOLS.

WITH CHAMBER FOR 10 CARTRIDGES,  
FIRING 10 SHOTS IN 2 SECONDS.

**SIEMSEN & CO.**

Hongkong, 3rd October 1904.

## SHIPPING IN PORT.

STEAMERS.

AGINCOURT, British str., 2,576, H. T. Worsnop,  
Hainan Island 1st Oct.—Gillman & Co.

ANDRE RICKMERS, German str., 1,020, H.  
Kohn, 1st Nov.—Bangkok 23rd Oct., Rice  
and Rice Meal.—Norddeutscher Lloyd.

BAWRY, British str., 1,642, Shotton, 22nd  
October.—Labuan (Borneo) 15th Oct., Coal.

BELGIAN KING, British str., 2,153, Hayton,  
22nd Oct.—Kutchinotsu 16th Oct., Coal.—  
Dodwell & Co.

BINH THUAN, French str., 983, Ribault, 15th  
October.—Samarang 29th Sept., Sugar.—  
Bradley & Co.

CHANGCHOW, British str., 1,205, Monkman,  
1st Nov.—Canton 31st Oct., General.—  
Butterfield & Swire.

CHWENSHAN, British str., 1,221, B. S. Lawlor,  
23rd Oct.—Saigon 24th October, Meal.—  
Bradley & Co.

CREUS, British str., 2,214, Simmons, 29th Oct.,  
—Bangkok 12th Oct., and Singapore 19th,  
Rice.—Dodwell & Co., Ltd.

ELE, Norwegian str., 708, Christophersen, 30th  
Sept.—Hilo 26th September, General.—  
Sander, Weller & Co.

EMPEROR OF INDIA, British str., 3,032, E.  
Archibald, s.s.s., 26th Oct.—Vancouver  
3rd October and Shanghai 23rd, Mails and  
General.—P. & O.

GALIC, British str., 2,691, Wm. Finch, s.s.s.,  
28th Oct.—San Francisco 1st Oct., Hon-  
olulu 3th, Yokohama 21st, Kobe 22nd, Naga-  
saki 24th and Shanghai 28th, Mails and  
General.—O. & O. S. N. Co.

GREGORY APCAR, British str., 2,961, J. G.  
Olfert, 31st Oct.—Calcutta 15th Oct. and  
Straits 26th, French Mails and General.—  
David Sassoon & Co.

HINSANG, British str., 1,536, W. E. Sawyer,  
24th Oct.—Sourabaya 13th Oct., Sugar.—  
Jardine, Matheson & Co.

KANSU, British str., 1,421, W. Baddeley, 1st  
November.—Canton 31st Oct., General.—  
Butterfield & Swire.

KARIN, Swedish str., 697, G. Patterson, 7th  
Oct.—Saigon 1st October, Rice.—Sander,  
Weller & Co.

KIRKAGE, British str., 2,275, W. J. Dermody,  
29th Oct.—Cardiff 19th Sept., Coal.—  
Admiralty.

LILA, British str., 1,834, E. Morris, 28th Sept.,  
—Saigon 23rd Sept., General.—Chinese.

LISA, Swedish str., 998, H. Horn Dahl, 30th  
October.—Moji 24th Oct., Coal.—M. B.  
Kaisha.

LOONGSANG, British str., 1,082, I. Weigall,  
31st October.—Manila 23th Oct., General.—  
Jardine, Matheson & Co.

LOOSOK, German str., 1,920, Schultzen, 18th  
October.—Swatow 17th Oct., Rice.—Butter-  
field & Swire.

MATHILDE, German str., 678, G. Schalkier,  
31st Oct.—Touane 26th—Oct.—Hobow  
2th, Coal and General.—Jensen & Co.

MELANESIA, British str., 3,000, J. S. McGregor,  
30th Oct.—Wellington 23rd Oct., Ballast.  
—Naval Stores Office.

MONMOUTHSHIRE, British str., 4,296, G. E.  
Warner, 1st Nov.—Singapore 23th Oct.,  
General.—Shewan, Tomes & Co.

M. S. DOZAR, British str., 2,074, A. Gab, 26th  
October.—Kutchinotsu 15th Oct., Coal.—  
Archibald, Karberg & Co.

PAKLAT, German str., 1,018, Domes, 5th Oct.,  
—Bangkok 28th Sept., Rice and Wood.—  
Butterfield & Swire.

PETRAECH, German str., 1,252, C. Ahrens, 26th  
October.—Saigon 21st October, Rice.—  
Chinese.

PRYSANULOK, German str., 1,368, L. Fuchs,  
29th October.—Bangkok 26th October,  
General.—Butterfield & Swire.

RUBI, British str., 1,611, K. W. Almond, 31st  
October.—Manila 29th October, General.—  
Shewan, Tomes & Co.

SURESH, British str., 2,323, C. Jones, 30th  
October.—Kutchinotsu 25th Oct., Coal.—  
Dodwell & Co.

SOFALA, British str., 2,360, Shepherd, 22nd  
October.—Moji 18th October, Ballast.—  
Jardine, Matheson & Co.

SUNGKIANG, British str., 1,021, John Robinson,  
1st Nov.—Manila 23th October, General.—  
Butterfield & Swire.

TAISHAN, British str., 1,121, A. Jones, 27th  
October.—Saigon 22nd Oct., Rice and Meal.  
—Bradley & Co.

VERNON, British str., 2,723, W. C. Haynes,  
s.s.s., 30th October.—Moji 25th October,  
Coal.—Bradley & Co.

BRITISH WARSHIPS.

ALACRITY, British despatch-boat, 1,700, Comdr.  
R. M. Harbord.

CHERUB, water tank and tug.

ESPICOLE, British gunboat, 1,070, Ernest G.  
Barton.

HANDY, torpedo boat destroyer, Lieut. E. H.  
Jelliffe.

TAKU, British destroyer, 250, Cranford.

TAMAR, receiving ship, Commodore G. C.  
Dickson.

VENGEANCE, battleship, 12,950, Capt. Stuart,  
C.M.G.

VIRAGO, torpedo boat destroyer.

FOREIGN WARSHIPS.

FRONDE, French torpedo-boat, 360, Lieut.  
Tebenne.

GENERAL ALAVA, American transport, Captain  
Whitson.

HANSA, German cruiser, 5,900, Capt. Weber.



